

12th Street Landfill Wilmington, Delaware

Site Visit March 20, 2000, 10:00AM

Attendees:

Mike Towle (EPA)
Anne Breslin(DNREC)

(b) (4) (SATA) (b) (4) (WESTON) when you get a chance please stop by my office. I want to discuss corporate hours with you.
Thanks,
MZ

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Following is a summary of issues discussed during the site visit on March 20, 2000.

- 1. Schedule surveyor to develop map of area for E&S and site development needs. Sviatlana is to contact surveyor and determine availability. West Chester to provide scope of work for survey.
- 2. Begin developing access route plan, railroad crossing, temporary culvert, gravel roadway upgrade. Access road to be constructed on shelf located along the east side of the DelDOT stockpile. Future access may be gained through the property to the north of the site but we are to proceed with developing access from the south east. Access is a priority issue.
- 3. After survey is complete, development of the E&S Plan is a priority.
- 4. The staging area is to be located to the north end of the stockpile and in an area not prone to flooding.
- 5. Clearing and grubbing site clearing may be possible prior to establishing E&S controls. Mike Tull is to contract DNREC to determine if clearing (felling and chipping trees and cutting tall brush) is acceptable prior to having an approved E&S plan. Access would be gained from a trial already cut through the vegetation.
- 6. The area of disturbance is to be minimized.
- 7. The cap will terminate at the toe-of-slope. Capping of the mud flat area is not required. Six to twelve inches of sediment will be removed from designated locations in the mud flat area to permit "clean" closure. The cap will terminate in the slope of the existing DelDOT stockpile.
- 8. A cofferdam is to be installed in river primarily to prevent the migration of sediment from the work area into the river. The location of the cofferdam should be selected to facilitate construction and not to facilitate the removal of sediment from the mud flat area.
- 9. The existing slope should be regraded to an inclination of 3H:1V.
- 10. The slope will be capped with 10 to 12 inches of clean soil. Stabilization materials (rip-rap, turf reinforcing matting, etc.) will be used to prevent erosion of the slope materials due to river flows, tidal fluctuations, flooding, etc. A higher integrity cap may be required depending on analytical test results.

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- 11. The composition of the cap to be constructed on the flat area of the site will be dependent upon the results of analytical test results. The cap may range from an earthen cap to a landfill type geosynthetic cap.
- 12. Excavated material will be regraded on-site as much as possible. Drums or material that is obviously highly contaminated will be segregated and taken off-site.
- 13. The Certificate of Insurance required by the railroad must be re-issued/updated. All persons working within the railroad right-of-way or crossing the railroad must have proper insurance coverage. Contractors and sub-contractors need coverage as well as WESTON.
- 14. The northern limit of contamination has not yet been defined due to access limitations. The property will become available at some time in the future. (A company must relocate equipment to permit access.)
- 15. Consideration should be given to planting shade trees/vegetation along the regarded bank.